

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

AIRPORT ID LEB	PROCEDURE NAME ILS OR LOC RWY 18	ORIGINAL/AMENDMENT 8A	CITY LEBANON	STATE NH
AIRPORT ELEVATION 603	TDZE 573	SUPERSEDED ILS OR LOC RWY 18	DATED 01/27/2022	MAG VAR 16W
FACILITY I-DVR	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE 27 NOVEMBER 2025	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 1995
			CANCEL/SUSPEND	

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 097/30 CW 277/30	NOPT	097/10 CW 277/10		7000
2. 097/10 CW 277/10		HAMMM	IF/IAF	4700
3. 277/30 CW 097/30		277/10 CW 097/10		6400
4. 277/10 CW 097/10		HAMMM	IF/IAF	4700

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HAMMM/I-DVR 13.40 DME	IF/IAF	BURGR OM/I-DVR 7.13 DME					186.97 (I-DVR)	6.27	2900
BURGR OM/I-DVR 7.13 DME	FAF	FRYYS/I-DVR 4.21 DME					186.97	2.93	
FRYYS/I-DVR LOC/DME 4.21 DME		GULEC/I-DVR 1.82 DME	MAP				186.97	2.39	
GULEC/I-DVR 1.82 DME	MAP	2100 MSL		CA					2100
2100 MSL		HAMMM		DF	FO				4700

MISSED APPROACH

MAP:

ILS: DA
LOC: GULEC/I-DVR 1.82 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2100 THEN CLIMBING RIGHT TURN TO 4700 DIRECT HAMMM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4700.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

- | | | | | | | | | | |
|--------------|---|--|-----------------------------------|-------------------------|--------------------|--------------------------|------------|--|--|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) | | | | |
| 2. | HOLD N HAMMM, LT, 186.97 INBOUND, 4700 IN LIEU OF PT (IAF), MAX 7000. | | | | | | | | |
| 3. | FAC: 186.97 | FAF: BURGR OM/I-DVR 7.13 DME | PFAF: HAANK/I-DVR 9.62 DME | DIST FAF TO MAP: | | DIST FAF TO THLD: | 6.31 | | |
| 4. | MIN ALT: HAMMM/I-DVR 13.40 DME 4700, BURGR OM/I-DVR 7.13 DME 2900, FRYYS/I-DVR 4.21 DME 1720 | | | | | | | | |
| 5. | DIST TO THLD FROM PFAF: 8.79 | MM: | IM: | 150 HAT: | GS ANT: 854 | | | | |
| 6. | MIN GS INCPT: 3500 | GS ALT AT PFAF: HAANK/I-DVR 9.62 DME 3500 | | | OM: 2683 | MM: | IM: | | |
| 7. | GS ANGLE: 3.10 | 34:1: | 20:1: | TCH: 42.4 | | | | | |
| 8. | MSA FROM: | | | | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 750.
 CHART NOTE: CIRCLING NA SOUTH OF RWY 7-25.
 CHART NOTE: CIRCLING RWY 7 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

FICTITIOUS THRESHOLD POINT (CFBFQ) DO NOT CHART.
 CHART FAS OBST: 1225 TREE (33-025314) 434054N/0722004W.
 CHART VDP AT 2.78 DME.
 DISTANCE VDP TO THLD 1.96 NM.
 FAC CROSSES RWY C/L EXTENDED 2911 FT FROM THLD.
 CHART PLANVIEW NOTE: LOC OFFSET 3.00 DEGREES.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ILS: STANDARD; LOC: CAT A 1100-2, CAT B 1200-2, CAT C 1300-3, CAT D 1500-3

CATEGORY:	A			B			C			D			E			
	FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA									
S-ILS 18	915	1	342	915	1	342	915	1	342	915	1	342				
S-LOC 18	1320	1 1/4	747	1320	1 1/4	747	1320	2	747	1320	2	747				
CIRCLING	1640	1 1/4	1037	1720	1 1/2	1117	1820	3	1217	2020	3	1417				



CHANGES - REASONS

1. TERMINAL ROUTES: MOVED "(I-DVR)" FROM DISTANCE TO COURSE – CURRENT DOCUMENTATION STANDARDS.
2. MISSED APPROACH: REMOVED "5.31 NM AFTER BURGER OM/I-DVR 7.13 DME OR AT" FROM LOC MISSED APPROACH – REMOVED APPROACH TIMING TABLE, APPROACH IS DME.
3. PROFILE LINE 3: REMOVED "DIST FAF TO MAP: 5.31" - REMOVED APPROACH TIMING TABLE, APPROACH IS DME.
4. PROFILE LINE 5: CHANGED "DIST TO THLD FROM OM: 6.31" TO DIST TO THLD FROM PFAF: 8.79" – ACCOUNTED FOR EXTENDED PFAF PLACEMENT.
5. PROFILE LINE 6: CHANGED OM: 2718" TO "OM: 2683" – UPDATED TARGETS BUILD.
6. PBN REQUIREMENTS: MOVED "RNP APCH - GPS" FROM EQUIPMENT REQUIREMENT NOTES TO PBN REQUIREMENTS - CURRENT DOCUMENTATION STANDARDS.
7. NOTES: ADDED "CHART NOTE: CIRCLING NA SOUTH OF RWY 7-25" - CANCELS FDC NOTAM 5/6212.
8. NOTES: ADDED "CHART NOTE: CIRCLING RWY 7 NA AT NIGHT" - PENETRATIONS EXIST FOR RWY 7, CANCELS FDC NOTAM 5/6212.
9. ADDITIONAL FLIGHT DATA: NOTES: REMOVED "CHART CIRCLING ICON" – NO LONGER REQUIRED PER CRITERIA.
10. ADDITIONAL FLIGHT DATA: CHANGED "CHART VDP AT 2.38 DME, DISTANCE VDP TO THLD 1.55 NM" TO "CHART VDP AT 2.78 DME, DISTANCE VDP TO THLD 1.96 NM" – UPDATED TARGETS BUILD.

10/02/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 10/01/2025:

1. TERMINAL ROUTES: ADDED ROUTES FROM BURGR OM TO FRYYS, FROM FRYYS TO GULEC, FROM GULEC TO 2100 MSL AND FROM 2100 MSL TO HAMMM.
2. EQUIPMENT REQUIREMENTS NOTE: REMOVED NOTE "DME REQUIRED."

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZBW, AMGR, LEB ATCT

FLIGHT CHECKED BY
KENNETH EARL JACK

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

OFFICE
FIOG **DATE**
09/27/2025

DEVELOPED BY
CASIMIR L. TABAKA (ROBERT A. SWINSON)

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

OFFICE
AJV-A432 **DATE**
01/07/2025

APPROVED BY
CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

OFFICE
AJV-A432 **DATE**
10/23/2025 **TITLE**
MANAGER

